





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " " " H. I. Black.  
 "FATSHAN," 2,160 " " " " C. V. Lloyd.  
 "KINSHAN," 2,995 " " " " B. Branch.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Valentine.  
 "SUI-TAI," 1,551 " " " " G. F. Morrison (At Dock).  
 "HEUNGSHAN," 1,998 " " " " R. D. Thomas.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST, (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain R. Ramsay.  
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain S. Bell Smith.  
 "NANNING," 569 " " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th November, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN,UI"  
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.  
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.  
 THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.  
 For further information apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.  
BARRETTO & CO.,  
General Agents.

Hongkong, 22nd October, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.  
For further particulars, please apply to—  
BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.  
 Electric Lights, Fans and Call Bells.  
 Bath Rooms attached to Each Room.

Telegraphic Address:  
 "CHEF" HONGKONG.  
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.  
 Thoroughly Up to Date with Every Modern Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,  
Proprietor.

(708)

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonnets, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

SHANGHAI, NAGASAKI, KOBE, "SACHSEN" ..... About THURSDAY, 14th Nov., 1907.  
and YOKOHAMA. Capt. Woltemas.SHANGHAI, NAGASAKI, KOBE, "PRINZ REGENT LUITPOLD" ..... About TUESDAY, 19th Nov., 1907.  
and YOKOHAMA. Capt. Kirchner.NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" ..... THURSDAY, 21st Nov., 1907.  
GIBRALTAR, SOUTHAMPTON, Capt. v. Bidder.  
ANTWERP and BREMEN.MANILA, NEW GUINEA, BRIS- "PRINZ SIGISMUND" ..... THURSDAY, 21st Dec., 1907.  
BANE, SYDNEY and MEL- Capt. D. Lenz.  
BOURNE.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 8th November, 1907.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAPAN	First half Nov.	JAVA PORTS	Second half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIBODAS	JAPAN	Second half Nov.	JAPAN	Second half Nov.
TJIKINI	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,  
Hongkong, 12th November, 1907.

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## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.  
Hongkong, 10th June, 1904.Dr. M. H. CHAUN,  
THE LATEST METHODof the AMERICAN SYSTEM OF DENTISTRY  
35, QUEEN'S ROAD CENTRAL.From the University of Pennsylvania, U.S.A.  
Hongkong, 15th April, 1905.

## CANCER AND MEAT DIET.

A SPECIALIST'S STUDY OF CHICAGO.

New York, September 27.  
 A report presented to the Chicago Board of Health by Dr. G. Cooke Adams, of London, and formerly of Australia, is a striking addition to cancer literature, and has renewed the controversy as to the connection of the disease with the eating of meat. Though the theory that the excessive eating of wholesome meat is the specific cause of cancer has few adherents among the leading students of the subject, the figures adduced by Dr. Adams, after a two years' exhaustive study of cancer in Chicago, form a firm basis for the conclusion that diet is a most important factor in the increase of the disease and its death-rate.

The vital statistics of any large American city show a large increase in cancer mortality. In Chicago this is really alarming, one death in nearly every twenty-one in 1906 being due to the malady, whereas in 1856 only one in every thousand deaths was ascribed to that cause. What makes the Chicago statistics the more noticeable is that they show the terrible ravages of the scourge among the foreign-born residents who form such a large proportion of the population. The greatest sufferers are the Irish and Germans, among whom the death-rate is nearly 300 per cent. higher than in their native countries. While the cancer death-rate in Ireland for forty years of age and upwards is one in fifteen, in Chicago, one in every six Irish dies from cancer.

The Scandinavians and Slavonians and other foreign-born residents show similarly a far greater death-rate from cancer than in their own homes, only the Italians and Chinese maintaining the low mortality of their native lands. On the other hand, I. R. Adams finds that the native Chicagoans, and those born in the State of Illinois, for many years show, on an average, about the lowest death-rate from cancer of any people in the world, one death in every four hundred being attributable to the disease, and but one in seventy-two over forty years of age. He infers that the Italians in a great measure retain their foodways for the national dish, macaroni and spaghetti, and the Chinese theirs for rice, adhering to these staple foods, while the nation showing higher mortality from cancer consumes large quantities of canned, preserved, dried, and pickled meats and sausages.

The foreign poor, moreover, consume, either as fresh meat or in the form of meat food products, the meat that enters the market from cattle which have been condemned for slaughter on inspection, eighty-seven per cent. of which is allowed to be sold for food after the diseased organs and parts have been removed. Dr. Adams contends that his statistical investigations in Europe, Great Britain, and the United States fully corroborate his earlier Australian observations, and asserts that "there cannot be the slightest question that the great increase in cancer among the foreign-born over the prevalence of that disease in their native countries is due to the increased consumption of animal foods, particularly those derived from diseased animals."

The fact of the prevalence of cancer among people of wealth able to guard against the risk of diseased meat food is unaccounted for in Dr. Adams' statements, and the implied assumption that tuberculous or any other form of diseased meat can cause cancer if it is cooked before being eaten has no scientific basis. There is very little reason to believe, indeed, that even eaten in the raw state meat could have such effect. However, if vital statistics like those of Dr. Adams are carefully recorded during another five years, it may be possible to collate some valuable evidence on the subject from the effect of the new federal inspection laws passed after the revelations of last year. The new legislation prevents the sale of even slightly diseased meat until it has been cooked, and absolutely prohibits the use of badly infected carcasses for any food purposes. According to the latest reports Chicago's cattle and preserved meat industry has fully recovered under the new system the losses it sustained owing to the agitation at home and abroad, and is once more supplying the bulk of the world's meat supplies.

## For Sale.

F. BLACKHEAD & CO.,  
 SHIP-CHANDLERS, SAILMAKERS,  
 COIL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
 AND GENERAL COMMISSION AGENTS,  
 GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.  
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S RAHTEN'S GENUINE  
 COMPOSITION RED HAND  
 BRAND, HARTMANN'S GREY PAINT  
 DAINLER'S PATENT MOTOR  
 LAUNCHES,  
 &c., &c.

Sole Agents for  
 FERGUSON'S SPECIAL CREAM  
 and  
 P. & O. SPECIAL LIQUOR SCOTCH  
 WHISKY, &c.

EVERY KIND OF  
 SHIP'S STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.  
 Hongkong, 7th March, 1907.

COLD STORAGE.  
 THE HONGKONG ICE COMPANY,  
 LTD., have now 40,000 cubic feet of  
 COOL STORAGE available at EAST POINT.  
 Stores will be open at 10 A.M. and 4 P.M.  
 daily Sunday excepted, to receive and deliver  
 perishable goods.  
 WM. PARLANE,  
 Manager.  
 Hongkong, 22nd June, 1905.

## Consignees.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
 FROM ANTWERP, LONDON AND  
 STRAIT.  
 THE Steamship

"GLENLOGAN"  
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted, out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,  
Hongkong, 9th November, 1907.

## S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Madoc* and *Cordouan*, from Havre ex s.s. *Cordouan*, and from Bordeaux ex s.s. *Ville de Caen*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 19th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th November, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 19th November, at 3 P.M.

No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 12th November, 1907.

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"  
 FROM TACOMA, VICTORIA, YOKO-  
 HAMA, KOBE, MOJI AND  
 MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 8th November, 1907.

## To Let.

## TO LET.

A HOUSE in KNOTSFORD TERRACE,  
 KOWLOON.

Apply to—  
 THE HONGKONG LAND INVEST-  
 MENT & AGENCY CO., LTD.  
 Hongkong, 1st November, 1907.

## TO LET.

NO. 11, SEYMOUR ROAD.  
 With possession from 1st December next.

Apply to—  
 THE COMPRADORE DEPARTMENT,  
 Jardine, Matheson & Co., Ltd.,  
 Connaught Road Central.  
 Hongkong, 22nd October, 1907.

## TO LET.

NO. 38, CAINE ROAD.  
 AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD,  
 Kowloon.  
 Apply to—  
 LEIGH & ORANGE,  
 1, Des Voeux Road.

Hongkong, 16th October, 1907.

## TO LET.

HATHERLEIGH, Conduit Road.  
 A HOUSE in CLIFTON GARDENS, Con-  
 duit Road.

OFFICES in YORK BUILDING,  
 GODOWNS in PRAYA EAST, BLUE  
 BUILDINGS, and No. 16, Des Voeux  
 Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.  
 Apply to—  
 THE HONGKONG LAND INVEST-  
 MENT & AGENCY CO., LTD.  
 Hongkong, 8th November, 1907.

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## TO LET.

NO. 5, MORRISON HILL.  
 ONE FOUR-ROOMED HOUSE, at  
 PRAYA EAST, near East Point.

Apply to—  
 JARDINE, MATHESON & CO., LTD.  
 Hongkong, 19th October, 1907.

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## TO LET.

HOUSE No. 15, ROSE TERRACE,  
 Kowloon.  
 Apply to—  
 COMPRADORE,  
 Jardine, Matheson & Co., Ltd.

Hongkong, 14th October, 1907.

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## Entertainment.

**A. S. WATSON & CO.,**  
LIMITED.

**E**  
**WATSON'S**  
**CELEBRATED**  
**BLEND.**

VERY OLD LIQUEUR  
**SCOTCH**  
**WHISKY.**  
**A PURE MALT**  
**WHISKY**  
or  
**GENUINE AGE**  
**VERY FINE**  
AND  
**MELLOW.**

Per Case - - - \$15.00

**A. S. WATSON & CO.,**  
LIMITED,  
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 14th October, 1907.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, NOVEMBER 14, 1907.

## CHINA'S POSTAL SERVICE.

The question of the Post Office, especially when it is shown to be losing money, as the result of the Berne Conference, is of perennial interest to the merchant, and indeed to every member of the community who has reached the stage of being able to write the letters of the alphabet. Of late years Sir Robert Hart has built up a postal system in China which has secured the general commendation of those who have had occasion to employ it. In dealing with this question the *Times* of Shanghai remarks that although begun only within the past ten or twelve years, the progress made by this department has been wonderful, and it is gratifying to see that the recently constituted Ministry of Posts and Communications appears to have inherited the traditions of its predecessor in control, the Customs Service, and to be carrying on the work of the Post Office in a manner which demonstrates convincingly that the department is at least capable of dealing with all the mail matter within the Chinese Empire. Having reached this level of efficiency, however, it now becomes necessary for the Board in control to look beyond the confines of China, and aim at the creation of a postal service which will not only be qualified for admittance into the International Postal Union, but take a foremost place among the various systems within that Convention. China cannot aim too high in these matters, and that being so, it goes without saying that the Ministry of Posts and Communications cannot be too careful in the choice of a model to follow in the future development of the growing system under discussion. But all this, of course, must be perfectly well-known to "the Board concerned," in this case the Yu Chuan-pu, or Ministry of Posts and Communications—whose members are, and have been for a long time past, no doubt, investigating and comparing all the leading national postal systems of the world with a view to the adoption of one or the other, either in part or entirely, as a pattern for China to follow in the building up of her system of national posts. The British Postal department will very likely come in for a good deal of attention in this connection; and many of its features and arrangements will meet with the acceptance of the Chinese authorities; but world-wide and efficient as the gigantic British organization is, experts discover in it disadvantages, crudities and deficiencies, as compared with other

national services—the Swiss, for example—with which the Yu Chuan-pu would do well to acquaint itself thoroughly before making a final choice. The two systems, the Swiss and the British, are compared with one another in a most instructive manner by the *Investor's Review*, in the course of a long article on "The Post Office Monopoly," which is published in the issue of the 28th September. After discussing the reasons why the state claims a monopoly in the collection and distribution of letters and other mail matter within the British dominions, the article proceeds: "The difference in the results of carrying on the business with one or other of these subjects—profit or public convenience—becomes very clear. If we compare Post Offices worked on these opposite systems. After stating some of the advantages of the Swiss system, the writer remarks: 'But space would fail to tell of the many ways in which the public convenience is studied by the Swiss Post Office. If one goes into an office he finds provision made for those who desire to write letters. Here, even when the business is not carried on in the corner of the shop of a baker or grocer, there is no such provision. On the contrary, we are met by a number of discourteous and even hostile warnings. We are not to expect change, we must not look to have our letters weighed, especially are we warned not to use, except for writing telegrams, the pen attached to the wall by a yard of string. What an attitude for a business concern to take towards its customers! The Swiss Post Office accepts responsibility for loss or delay in its postal guide; it instructs the public how to make claims, and gives information as to the bringing of actions against it. Whether the Swiss or the British system is the better is a matter of opinion, but China cannot follow European methods in their entirety for the conditions are utterly different.'

## LOCAL AND GENERAL.

A girl of 13 has been arrested in Germany for a murder of six children whom she put to death by driving a hairpin in their skulls.

Lieutenant P. R. Thresher has been appointed navigating officer of the *Mermaid*, survey ship, on the China Station. Lieutenant Thresher has been nearly fifteen years in the service.

Lieutenant E. F. Gabbett has been similarly appointed for navigation duties to the *Albatross* on this station. He obtained his cadetship in May, 1905, and was promoted Lieutenant last year.

The battleship *Goliath*, which was on the way to China when the battle squadron was reduced two years ago, is being refitted at a cost of £48,419 at Portsmouth for service with the Mediterranean Fleet.

The drafts of artillery and infantry for the Far Eastern garrisons return from furlough next week preparatory to embarkation for their destinations on the 1st day of this month. These will be the only British drafts sent out from England this troop year.

This evening, at the Union Church Literary Club, Kennedy Road, at 9 p.m., Mr. J. C. Jauchin will read a paper on "T. E. Brown, the Manx Poet." A most interesting evening is anticipated and it is hoped there will be a good attendance of members and friends.

Three changes in the commands of the 3rd and 4th Battalions of the Middlesex Regiment in February next will give a fillip to promotion in that corps. The command of the 3rd Battalion, Hongkong, will fall vacant on the 17th of that month, and that of the 4th Battalion, Derby, on the 24th following.

Attention may be called to the *Tableaux Vivants* which are to be given in the Theatre Royal on Monday evening in aid of a well-known London hospital and the restoration fund of Winchester Cathedral. The amateurs who will take part in the performance are capable and artistic and the result should be an excellent evening's entertainment.

JOSE MANRESA, the Spaniard, who was arrested on board the steamer *Taitung* on the arrival of that vessel from Manila, on the evening of the 1st instant, on charges of embezzling funds within the jurisdiction of the United States, will have to return to Manila to face his trial. Mr. C. A. D. Melbourne, second police magistrate, has decided that a *pro prima facie* case has been made out against the fugitive and this morning committed him to the Victoria Gaol—pending the Governor's order for his extradition. Manresa is accused of embezzling \$2,500 (gold), the property of the Manila Electric Railway and Light Company.

A coolie, giving the name of Wong Mun, was stopped by a lagoon in Queen's Road West last night and suddenly called upon to tell all about himself and the contents of a bundle he was carrying. Wong filled in both instances, and he was arrested. At No. 7 Police Station the bundle was found to contain about \$10 worth of silk and a metal water pipe, valued about \$2. When Wong came before Mr. F. A. Hazland, at the Police Court, to-day, to answer what he thought would be one charge—unlawful possession—he discovered to his surprise that "reimposing from punishment before the expiration of five years"—was the second indictment filed against him. To both charges he pleaded guilty. He was only convicted on the second count, however, and was sent to gaol for twelve months and ordered to be exposed in the stocks for six hours.

## CHRYSANTHEMUM SHOW.

## SOME FINE EXHIBITS.

## A KING'S ENTRY FROM THE PEAK.

The first chrysanthemum show, under the auspices of the Hongkong Horticultural Society, was held at the Public Gardens, this afternoon. There was no formal opening ceremony at noon, when the show was opened. At that hour the attendance was an extremely sparse one, being limited to three officials of the Society, a couple or more of the exhibitors, two ladies, and about half a dozen Chinese gentlemen and the representatives of the Press. The Public Gardens, or to be strictly correct the two lower terraces of it, were closed to the admittance of the public except by tickets. Bamboo fences were erected in front of the cactus bed at the eastern entrance and just above the flight of steps below Sir Arthur Kennedy's statue on the southern pathway leading from the fountain. At the bottom of the flight of steps going from the main gateway police officers guarded the entrance-way. On the lawn on the first terrace to the right after ascending the steps was erected a tent, where tea and light refreshments were served throughout the afternoon. The Band Stand was improvised on the lower terrace between the two tiered lawns and on the terrace above the Sub-Committee, who organized the show, thoughtfully erected matted paths, running along over the circular pathway round the Fountain and to the right and left of it on the southern extremity. Beneath the thatched roof of the sheds the exhibits were arranged in classified groups. The threatening condition of the weather, no doubt, prompted the erection of the matted paths which would provide shelter in the event of rain which, fortunately, held off during the day. Though slightly warm there was not too much sunshine to make an outing uncomfortable for those who visited the inaugural chrysanthemum show this afternoon. The attendance later in the day compensated for the paucity of the turn-out at the hour of opening. Many ladies in dainty costumes, with their children, and quite a number of gentlemen were present. Among others were seen, Commodore and Mrs. Stokes, Mrs. F. H. May, Mrs. A. W. Brewin, Mr. and Mrs. Ho Tung and Mr. F. B. L. Bowley. His Excellency the Governor, Sir Frederick Lugard, and Lady Lugard, attended by Capt. P. H. Mitchell-Taylor, A.D.C., and Mr. A. J. Brackenbury, private secretary, visited the show. Lady Lugard distributed the prizes at 4.30 p.m.

Before proceeding with an enumeration of the exhibits, we have to express our acknowledgments to Mr. W. J. Titcher, one of the judges and a member of the sub-committee, for his kindness in accompanying our representative over the grounds, entering with him into the merits and demerits of each of the classes of exhibits. The other members of the sub-committee were Mr. J. Barton, Judge, and Mr. Lawrence Gibbs, honorary secretary of the Hongkong Horticultural Society, of which His Excellency the Governor is the honorary president. To these gentlemen is due the success of to-day's initial show. The general committee consisted of Mrs. A. Turner, Mrs. G. P. Jordan, Mrs. A. W. Brewin, Messrs. Choa Leep Chee, F. Howell, D. W. Craddock and S. T. Dunn (absent).

## THE GOVERNOR'S PRIZE.

was won by Mrs. Ho Tung, whose choice collection of flowers was only approached by that of Sir Paul Chater, C.M.G. Mrs. Ho Tung was awarded premier honour for an exceptionally fine group of chrysanthemums in pots, occupying a space of 10 ft. by 10 ft. The flowers were undoubtedly a fine lot, all Japanese, and included some blooms of the incurved variety. For size, evenness, and tint to other group, equalled it, and in awarding the Governor's prize to the collection the judges were no doubt also influenced by the opening of the flowers.

Before, however, proceeding any further with the prize list it may be as well to take our readers along to the groups exhibited.

## NOT FOR COMPARISON.

In this classification the Hon. Mr. Henry Keswick easily leads the exhibitors with his splendid display of four large pots of celosias and a like number of giant African marigolds. They were pretty and excited much admiration. Beside them stood three pots of white Japanese chrysanthemums, exhibited by Sir Paul Chater, and distinguished from the rest by the largeness of their size. The same exhibitor had on view a like number of pots of yellow sulphur chrysanthemums with some white incurved ones.

Mrs. Ho Tung displayed her gardener's skill in what was described to us as a very fine group of celosias, a couple of pots each contained the yellow, deep crimson, and magenta variety. From the groups of "Idlewild"—Mrs. Ho Tung's town residence whence her choice exhibits emanated—we were shown Japanese chrysanthemums, plain and incurved, which called forth considerable admiration.

Mr. Donajew, whose late father excelled in the art of horticulture, is a worthy exponent of the beautiful in nature, for in his groups of bronze, white, rose and magenta flowers, he has shown to what a fine art gardening can be reduced by the amateur enthusiast even under adverse conditions.

Mr. Choa Leep Chee, the well-known commander of the China Sugar Refinery, grows his plants in charming environments, and from his private "Bunsford" gardens he placed our exhibition five pots of dahlias; two of them being of the cactus variety. The lightness of colour, and "texture" (if the latter term can be suitably applied) are the distinctive features of the flowers.

Mrs. F. H. May had a collection of chrysanthemums and taking into consideration the climatic difficulty attending their cultivation on the higher levels the exhibits (which were not for competition) were distinctly meritorious. Her two pots of asparagus elicited the remark "very fine" from our expert guide.

Residents of the Peak made an exceptionally poor showing. There was a single entry of

up pots of chrysanthemums that would not do honour to the annual show in Jervois Street on China New Year's eve. But considering the limit of space—to feet, by to feet—allocated to horticulturists at the Peak, the favoured residents within the hallowed "Reservation" on the mountain heights are not much to be censured.

## EXQUISITE AMOY EXHIBITS.

Far the most exquisite exhibits were contained in a case sent down by Mr. W. H. Wallace, of the Hongkong and Shanghai Banking Corporation at Amoy. They were six cut cactus dahlias, horticulturally described as any of the following varieties:—Owen Murrell, Violette, Rainbow, Thomas Park, Mrs. Edward May, and Mabel Need.

Mrs. Hodgins' allotment of cut flowers comprised 3 vases cactus, 3 vases cosmos of dorado, and 2 vases African marigolds.

Choa Leep Chee also occupied a space on the stand, with a few varieties of asters, dahlias, ivy-leaf geranium, dianthus and canas.

## THIRTYPRIZE LIST.

The exhibits that were awarded prizes were as follows:—

## DIVISION 1.

Open to all in the Colony of Hongkong.

Class 1.—Best group of chrysanthemums in pots, any variety, space not exceeding 10 feet x 10 feet. 1st prize, presented by H. E. the Governor, Mrs. Ho Tung. 2nd prize, Sir Paul Chater.

Class 2.—Best group of Japanese chrysanthemums in pots, space not exceeding 10 feet x 10 feet. 1st prize, Mrs. Ho Tung and Sir Paul Chater, equal. Mr. J. Barton's group of deep chert were not quite open and, therefore, they did not receive the judges' award, but are worthy of special mention.

Class 3.—Best group of incurved chrysanthemums in pots, space not exceeding 10 feet x 10 feet. 1st prize, Sir Paul Chater.

Class 4.—Best 3 specimen plants in pots, any variety. 1st prize, Sir Paul Chater.

Class 5.—Best 3 specimen plants in pots, Japanese. 1st prize, Mrs. Ho Tung.

Class 6.—Best 3 specimen plants in pots, incurved. 1st prize, Sir Paul Chater.

Class 7.—Best specimen plant of chrysanthemum, any variety. 1st prize, Sir Paul Chater.

## CUT FLOWERS.

Class 8.—Best 24 blooms, Japanese. 1st prize, Mrs. Ho Tung; good bloom, sulphur yellow chrysanthemum. The winner was the only exhibitor.

Class 9.—Best 24 blooms, incurved. 1st prize, Sir Paul Chater.

Class 10.—Best 12 blooms, Japanese. There was keener competition in this class, there being five exhibitors, and the prize was awarded to Mr. Donajew for 12 deep chert, coloured blooms in fine state of perfection.

Class 11.—Best 12 blooms, incurved. There were three competitors. 1st prize, Sir Paul Chater.

Class 12.—Best single specimen bloom, Japanese. 1st prize, Mr. Donajew.

Class 13.—Best single specimen bloom, yellow incurved. 1st prize, Mr. Choa Leep Chee.

## DIVISION 2.

Classes 14-19. Plants grown in Peak gardens only. There was a single exhibit only, and the committee decided to withhold the prize.

## GENERAL EXHIBITS.

Open to all in the Colony of Hongkong.

Class 20.—Best exhibit of cut chrysanthemums in vase arranged for decorative effect. 1st prize, Mrs. G. P. Jordan. Very artistically arranged. Large vase for a table centerpiece.

Class 21.—Best hand bouquet of chrysanthemums. 1st prize, Mrs. Ho Tung. A rather stiff bouquet of yellow sulphur chrysanthemums in paper holder.

Class 22.—Best table decoration chrysanthemums only to be used, but fern and other accessories allowed. 1st prize, Mrs. Ho Tung. Yellow sulphur chrysanthemums set off with light maiden hair ferns. The position of blooms in the silver centerpiece rather spoilt the artistic effect of the whole.

2nd prize, Mrs. Lawrence Gibbs. Will ferns rather too stiff; a lighter colour fern would have been productive of better effect.

There were no entries for division 4 open to growers outside the Colony.

## THE DISTRIBUTION OF PRIZES.

After the Governor and Lady Lugard had been shown round, Mr. J. Barton invited her Ladyship to present the prizes, which she proceeded to do as each recipient's name was read out by Mr. Gibbs. For Mrs. Ho Tung her little daughter, Miss Victoria Ho Tung, stepped forward and received the prizes. Sir Paul Chater's prizes were handed to his gardeners on his behalf. After some of his men had had their prizes, Sir Paul arrived when he was greeted by Lady Lugard with the remark that she had given away prize after prize in answer to Sir Paul's name, but he was not there to receive them. Sir Paul made suitable acknowledgments. Mr. Choa Leep Chee and Mrs. Gibbs received their prizes in person.

After the prizes had been distributed, on the call of Mr. Barton three hearty cheers were given to Lady Lugard followed by a "tiger" This brought the proceedings to a close.

During the afternoon, from 2.30 p.m. to 6 p.m., by kind permission of Lieut.-Col. Scott Moncrieff and Officers, the Band of the 3rd Bala, Middlesex Regiment, played the following selections of music:—

March "The El Capitan" ..... Sousa  
Valse "The Merry Widow" ..... Lehár  
Selection "Patience" ..... Sullivan  
Two-Step "A Georgia Campmeeting" ..... Mills  
Valse "Española" ..... Waldteufel  
Selection "The Girls of Gottenburg" ..... Monckton & Carroll  
Band Dance "The Canadian" ..... J. Ross  
Two Mexican "La Rosita" ..... Alphonso  
Dances "La Media Noche" ..... Arvey  
Two-Step "Laughing Water" ..... Hager  
Selection "A Country Girl" ..... Monckton  
Valse "Blue Danube" ..... Strauss  
Serenade "The Blue Bird" ..... G. Radlmaier  
Selection "The Polka" ..... Strauss  
Selection "The Polka" ..... Strauss  
Gavotte "Maiden" ..... J. Ross  
God Save the King.

## TROUBLE WITH HOTELS.

## APPLICATION TO DISCLAIM ALLOWED.

Last week, his Honour Mr. A. G. Wise (Chief Justice), presiding in the Bankruptcy Jurisdiction Court, heard two applications from one Au Ka Po, the former lessee of the Occidental and Baltimore Hotels, asking for leave to disclaim. One of the applications—in respect to the mortgage of the Occidental Hotel—was consented to, but the other—in connection with the lease of the Baltimore—Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon who appeared for the lessors—Messrs. David Sassoon and Company—objected, except on terms to which Mr. J. H. Kemp (the Official Receiver) could not accept.

At the time Mr. Kemp explained the facts in connection with this application. He said that the petition was filed on July 22, and on the following day the goods on the premises of the Baltimore Hotel were seized by the holder of the bill of sale. On the 26th of the same month an interim receiving order was made, and on the 29th, Mr. Kemp claimed the goods against the holder of the bill of sale. On the 30th the landlord threatened to disclaim, and the Official Receiver made the usual agreement to hold whatever goods would come to him as against rent to save the expense of disclaiming. He was not able to get a receiving order until August 17th, and adjudication was not made until October 21st. (Not being the trustee he could not order a sale, but he arranged with the holder of the bill of sale. The arrangement was that the money should be held by Mr. Kemp for either of the two parties found to be entitled to it. As the rent would have to be paid they also agreed that it should be paid to Messrs. Deacon, Looker and Deacon for the lessors, and three months' rent up to the end of August was paid. Messrs. Deacon, Looker and Deacon knew by September 20th that it was his intention to disclaim, because immediately he got adjudication he issued a summons which was served on them. The points the Official Receiver wished his Lordship to notice were that he took the earliest opportunity of disclaiming and that before proceeding he was not in possession, either as Official Receiver or trustee.

Mr. Looker's contention was that the trustee only ought to be allowed to disclaim on the terms of paying them rent to date since the formal notice to disclaim. He referred his Lordship to section 48 of the Bankruptcy Ordinance, subsection 3, and stated that the object of that was for the Court to be satisfied that in the disclaiming of a lease no injustice was done to any person. The Court should see that all equitable rights were preserved whether they belonged to the landlord or third parties. He did not suggest for a moment that there had been any benefit to the trustee in the occupation, but owing to the course the bankruptcy had taken the lessor had been kept out of the premises much longer than an usual one, and he could not regain his possession until the trustee got leave to disclaim. His Lordship would see that the petition was filed on July 22, and three months had since elapsed. So far as bankruptcy procedure went there was no reason why the trustee should not have been appointed and application made to disclaim within six weeks, after the receiving order was granted. Having no control over the bankruptcy proceedings they could not take steps to let the property for six weeks after the public examination had virtually concluded. Owing to the debtor going away, to the vacation, and to the public examination not being concluded it took three and a half months to get a trustee appointed, and owing to circumstances over which they had no control his clients were therefore kept out of this property until the present moment. But it had been laid down that a Court ought to do what was right and just irrespective of the law.

His Lordship could not decide the point straight away and fixed to-day for his decision. When the case was called on this morning his Lordship said that he had come to the conclusion to give leave to disclaim.

Mr. Looker—Without any terms?

His Lordship—Without any terms.

## CANTON DAY BY DAY.

## GENERAL LI CHUN.

## [From Our Own Correspondent.]

Canton, 13th November.

It is ascertained from mandarin circles that the ex-Acting Brigadier General of Pakhoi, Li Chun, will be transferred to Canton, and he will then be appointed to the control of the patroling duties of the waterways of the province of Kwangtung. He is to co-operate and confer with the Admiral and Commander-in-Chief of the province, Chun Ping-shih, in case of important matters.

## LAUNCH JARRATED.

On the 10th instant, the steam launch *Hong Fu* was pirated at Kwai-chow, in the district of Shunak, and two passengers were killed in the encounter which followed between pirates and the crew of the launch.

## NEW JUDGE.

The Provincial Judge-designate of Canton, H. E. Wong Yau-mun, as ascertained from the Shao Hou Chu, will arrive here within the next few days and the authorities have despatched the Chinese gunboat *Kwang Heng* to Hongkong to receive this official.

## DISASTROUS FLOODS.

News has just reached here from the district of Lo Ting to the effect that, during the flood of the past two weeks, the estimated number of houses, matted and other buildings that have collapsed is not less than a few thousand, and the number of lives lost is placed at about 1,000.

The gravity of the district of Lo Ting have sent letters to the different Charitable Institutions of Canton praying for pecuniary assistance for the relief of the numerous cases of distress among the inhabitants who have been rendered homeless by the floods. The gentry also requested the Canton-Hankow Railway Company to take on some of these sufferers into the Company's employment so as to save them from starvation.

## COMMANDER-IN-CHIEF.

During the absence of Admiral and Commander-in-Chief Chun Ping-shih, in Yumchow all matters of importance in connection with the Admiralty of the province of Kwangtung will be conducted by the Viceroy.

## NEW COMMODORE.

The newly appointed Commodore of the Canton Naval Department, Wu Su-ching, yesterday assumed charge of office, and ex-Commodore Yan resigned his post.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*China*) 16th inst.; German (*Prinz Ludwig*) 21st inst. German (*Prinz Regent Luitpold*) 24th inst. Indian (*Kutiang*) 25th inst.

The Ben Line s.s. *Benavon*, from Antwerp and London, left Singapore yesterday, for this port.

The Glen Line s.s. *Glenavon* left Singapore on 14th inst., and is expected to arrive here on 20th inst.

The C. S. N. Co's s.s. *Kutiang* left Calcutta for this port via the Straits on 12th inst., and may be expected here on or about 28th inst.

The Imperial German Mail s.s. *Prinz Ludwig* left Kobe via Nagasaki and Shanghai yesterday p.m., and may be expected here on 15th inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Yokohama at 8 p.m. on 13th inst., and left again at 11 p.m. same day, for Nagasaki, where she is due to arrive at 6 p.m. on 15th inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold* carrying the German Mails with dates from Berlin of the 22nd ult., left Cologne on 13th inst. p.m., and may be expected here on 14th inst.

God Save the King.



## Telegrams.

[Ruter's.]

## The Financial Situation in America.

London, 12th November.  
New York is crowded with Bank officers from all parts of America, seeking to obtain cash, thus causing an advance of the currency premium.

The scarcity of money is keenly felt in the southern and western states.

Later.

## The M.C.O. in Australia.

In the first innings against South Australia the Maylebone Cricket Club scored 660 for 8 wickets, when the innings was declared closed.

Brand made 160, Hardsell 135, and Crawford 114, the last by terrific hitting in 58 minutes, including 5 sixes, and 18 fours.

## The Kaiser's Visit to England.

The Kaiser will probably go to Bournemouth instead of to the Isle of Wight at the conclusion of his State visit.

## ALLEGED ATTEMPTED FRAUD.

CONTRACTOR'S SUPPOSED ATTEMPT TO SECURE MONEY.

Chan His Shan, a contractor carrying on business at 30, Graham Street, was arrested last night by Detective Sergeant O'Sullivan, on a warrant charging him with fraud. Pun Ping Koo, another building contractor, residing at 45, Graham Street, was the complainant. From the alleged facts it would appear that some time in October a contract was entered into between Messrs. Linstead and Davis and the complainant's firm—the Hop Hing Cheong Co.—to lime-wash certain houses. On the 20th October the accused, who had severed his connection with the Hop Hing Cheong, called at Messrs. Linstead and Davis's office and, representing himself as coming from the Hop Hing Cheong, is alleged to have presented to Mr. Frank Linstead six bills, bearing the Hop Hing Cheong's letter head, "for lime-washing work done," and claiming the sum of \$7875. Accused asked for payment, but was refused. Pun Ping Koo, the complainant, was then called and he denied sending the accused to collect the money.

At the Magistrate's court, accused was called upon to answer charges of attempting to obtain \$7875 under false pretences. Mr. J. H. Gardner, of Messrs. Brown and Helt, appeared for the defence, and the case was adjourned.

## A MERCHANT'S AFFAIRS.

APPLICATION TO BE DECLARED BANKRUPT.

In Bankruptcy Jurisdiction, in the Supreme Court, this morning, his Honour Mr. A. G. Wise, presiding, Leung Tang, a merchant, residing at 89, Colaba Road Central, applied for a receiving order to be adjudged a bankrupt.

Mr. J. P. Kemp (Official Receiver) was present. Mr. R. A. Harding appeared for the debtor, whose assets, it was stated, amounted to \$1,000 and his liabilities \$100,000.

Leung Tang was called to the box.

Mr. Harding—You are unable to pay your debts?—Yes.

Your assets consists of a share, amounting to \$1,000 in the Kwong Tung Chung Sang Kee firm?—Yes.

Is that firm prepared to pay over to the Official Receiver that sum?—Yes.

What amount of bond did you deposit with the Russo-Chinese Bank?—\$150,000.

\$50,000 was to be deposited by you at the end of the month?—Yes.

And who was to deposit the balance?—Chan Sui Tong.

Chan Sui Tong has since absconded?—Yes.

Do you know if proceedings have been taken against Chan Sui Tong?—No.

His Lordship—And you entered into a bond for \$150,000 when you had only \$4,000?—Chan Sui Tong was to pay.

His Lordship—I don't know who is the bigger counsellor.

Mr. Harding—I do know if Chan Sui Tong has any estate in the Colony?—Yes.

His Lordship—That has nothing to do with the matter.

Mr. Harding said he wanted to show that when the absconded man had guaranteed the debtor he had property in the Colony.

The question was repeated, and on answering in the negative.

His Lordship said he had a good mind to send the debtor to prison. He would, however, adjourn further hearing until 10 a. week.

## THE SILVER MARKET.

The weakness apparent in the silver market since the end of September developed into an absolute slump on 14th ult., the price for immediate and forward delivery giving 10 and 11-16d, respectively, to 12-14d and 13-16d, these prices being the lowest since the middle of 1905. A variety of causes are ascribed for this reaction, but distrust as to the future plays a large part in the depression. The Indian Government bought the white metal very freely early in the year, and in this was gratified its needs to an important extent, so that for the moment the largest buyer of recent years is out of the market. At the same time the United States Government, which has been a steady purchaser in the last twelve months, has also ceased to buy, while the bazars in India, representing the local demand there, as opposed to that of the Government, have also brought their purchases down to a minimum in consequence of the fear that the drought in part of that huge dependency will ultimately affect the demand of the natives for silver. The requirements of European Governments have also been smaller. The fall thus occasioned has been serious for merchants and others doing business with the Far East, for it has naturally been accompanied by a heavy depreciation in the currency of those centres.—L. & C. Express.

## REMARKABLY HIGH WATER IN THE YANGTZE VALLEY.

[Notes by a Special Correspondent.]

Kiukiang, October 31, 1907.

I was in Kiukiang during the first week in September and it rained "buckets" the whole time. I was assured by old-time residents that if I were to return, in October I should find model fall, but not "falling" weather. I have therefore returned to the Yangtze Valley at this time and instead of verifying this prediction, I find the whole valley suffering from the heaviest and most continued downpour, in the history of the Customs Records. At Ichang, for instance, out of the past ninety days, seventy-two have been blessed (?) with rain and some of the similar reports could be made for other places throughout the Upper and Middle Yangtze Valley, with the consequence that at present the gauges show the highest water of the year, and in fact the highest water at this time of the year for over twenty years. The water is backed-up throughout the tracts bordering on Longling Lake, and at Changsha the water is not far from the city gates. At Hankow the gauge shows 45' which is not much below the top of the bund, which fortunately has twice been raised since the former high-water mark for October some twenty years ago, and quite recently it has been greatly improved so that it exceeds among the bunds of China. Thanks to this fact one can walk the streets of Hankow in dry feet whereas in the earlier days, held well in mind by the old-timers, swimming or "samping" was necessary to all who would go about during such flood-days.

At Kiukiang the water today is 40'5" and less than a foot from the top of the bund. Navigation of the Yangtze is now especially difficult and it is not uncommon for up-bound steam to anchor sometime during the night. Considerable changes in channel are to be expected as the result of this flood, although to be sure the mighty Yangtze never can be regarded as a "constant" friend from the pilots' point of view, except as regards the good revenue it affords to him who has the skillful eye.

The water level at Hankow and Kiukiang has during the last few days been stationary, and as to-day was crowned with a brilliant sun, we may regard the rainy spell as broken, and expect a fall in level. Fortunately the main crops of the year had been gathered in before this flood-time came and while at first sight it is somewhat of a calamity to the farmer, yet over all the submerged regions an inch or so alluvial deposit, rich in lime and other fertilizing factors will be left by the receding waters, and we may trust the thrifty native to lose no time in placing this neatly under while the ground is still soft, and the flood thus be made a blessing in disguise.

## THE ANGLO-JAPANESE BANK, LIMITED.

The directors will not issue an interim report and balance-sheet for the past half-year, in their opinion, it is preferable to allow a full year's working to elapse before publishing further figures. They say that the result of the working since the date of the last balance-sheet and the estimates that can be formed of current business show that the bank is now earning profits after payment of all expenses. The depreciation in investments only amounts to a trifling sum, and no bad debts have been incurred. The prolonged period of depression in Japanese markets, following on the financial crisis in Tokyo in the early spring, has to a certain extent retarded the expansion of business, and made progress a slower matter than had been anticipated. None the less, progress has been continuous, and it is hoped that with a gradual return to more normal conditions in Japan, the increase of business will be more rapid.

## VOLUNTEER CORPS OFFICERS.

GUNNERS' CLUB.

Tuesdays, Wednesdays and Fridays, 5.30 p.m.

Only men selected by Officers Commanding units to attend. It is most important that all men selected should attend at least six consecutive parades.

At the end of the course the class will be tested by the Instructor in Gunnery R.A. and all who qualify will be entitled to wear layers' badges.

RESIGNED.

Gunner J. R. Morrison is permitted to resign on leaving the Colony with effect from the 6th November, 1907.

Gunner H. Davidson is permitted to resign with effect from the 8th November, 1907.

LEAVE.

Gunner A. Ramsay is granted leave of absence out of the Colony for 4 months with effect from the 2nd November, 1907.

## THE WEATHER.

The following report is from Mr. P. G. Figg, Director of the Hongkong Observatory.

On the 14th at 11.55 a.m.—The barometer has risen slightly over N.E. Japan, and fallen moderately elsewhere, except in the extreme South.

A low pressure area appears to be moving Northwards to the N.E. of the Bonins, and a second centre may exist to the E. of Luzon, while a third depression is probably forming over Central China. Pressure is highest over N.E. Japan.

Fresh or moderate N.E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.67 inch.

FORECAST.

1.—Hongkong and neighbourhood, N. or variable windy, light or moderate shower.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. winds moderate.

## THE CHINESE CUSTOMS.

The China Association recently addressed a further letter to the Foreign Office on the subject of the Chinese Customs with special reference to the Edict of May 9, last year, which appointed Chinese Commissioners to control revenue affairs, the real object of which it cannot be doubted was to gradually supersede Sir Robert Hart in the administration of the one Government institution in China characterised by efficiency and honesty. The British China community were naturally up in arms at a step which threatened to sap not only our political position, but to undermine the finest bulwark of our commercial interests in China. The China Association acted with promptitude, a vigour, and the able despatches penned by Mr. R. S. Gundry, C.B., were not without their influence in impressing upon the Foreign Office the necessity of taking a firm stand with the Chinese authorities in regard to a matter of vital importance to the whole of our relations with the Chinese Empire. It will be recollected that when the British Government first took the matter up, it was assured by Prince Ching that the decree "does not make any change in the method of administration laid down in the Loan Agreements." As most of our readers know, in spite of this disclaimer, the Inspector-General found himself fettered in many directions, while in provincial ports a vigorous attempt was made to re-establish the corrupt Chinese methods which foreign officials have done so much to abolish. It became perfectly clear that the Chinese Commissioners regarded their appointment far from being merely titular. In a number of ways they proceeded to act in a high-handed manner, introducing innovations which involved radical changes in the character of the Imperial Maritime Customs administration. In a word, the fears which were expressed when the decree was first made known were only too amply justified. It will be remembered, in these circumstances, the China Association in September, 1906, addressed an important memorandum to the Foreign Office concerning all the facts and placing them before the Secretary for Foreign Affairs in convincing and forcible language. This, and other equally emphatic protests, led to some cessation of activity on the part of the Chinese controllers, and to some extent anxiety was allayed. The real danger, however, created by the decree of May, 1906, remains, and there have recently been indications that further encroachments are intended by the Chinese authorities. Mr. Gundry points out, in his latest despatch, that the innovation involved in the transfer of control from the Wai-wu-pu to the new office is sustained and the Association, therefore, adheres in the fullest sense to the criticisms expressed in its previous communications to the Foreign Office. The substitution, in certain cases of Chinese (or foreign employees) has been so far on a small scale, but a recent circular by the Inspector-General emphasises a purpose to extend the innovation. A school to train Chinese Customs work is said to be in contemplation, with the intention that capable pupils shall be drafted into ranks hitherto filled by foreigners; and the recent appointment to the post of Comptroller of an official to distinguish himself in his own negatives any supposition that the Edict might in other respects be dormant. Mr. Gundry admits that the desire of the Chinese to sinicise (if the expression may be permitted) an important department is not only intelligible but natural, and might command sympathy if the possibility of effecting the change without risk to efficiency could be admitted. But, he rightly says, it cannot be admitted. Moreover, among the various transformation scenes that have been witnessed lately at Peking—the transmutation of offices and changes (in name only) frequently of Boards—amid all the various projects and pretences of reform, there has been no sign of improvement in the financial methods which permeate Chinese officialdom. We suppose it is too much to hope that the present Government will insist on a return to the *status quo ante* the recent Decree. In any event we want assurances more definite, more comprehensive, and more binding for the future than Prince Ching's equivocal assertion that it "does not make any change." It cannot be doubted that it is vital to the best interests of China that the Customs service should be maintained upon the old lines. As we have previously pointed out, our right to insist that it shall be so maintained is secured to us by the undertaking of 1891, by which China pledged herself to keep a British subject at the head of the Maritime Customs so long as British trade with China shall exceed that of any other nation, and by her pledges in the Loan Agreements of 1896 and 1898 that the Customs administration should remain unchanged during the currency of the loans. We trust, therefore, that the reminder of the China Association will not be without its effect upon the Foreign Office, the more so as there are reports that Sir Robert Hart intends to return to Europe. In the event of his visit being permanent the China Association very rightly insist upon the importance of selecting the right man to succeed him, and press "very earnestly on His Majesty's Government the urgent necessity of taking steps without delay to prevent the appointment being made, temporary or otherwise, of one who will not secure the confidence of the British communities in China, nor, they beg to add, of the members of the staff of the Maritime Customs, which could alone ensure the maintenance of the efficiency and integrity of the service."—L. & C. Express.

## HONGKONG DIVORCE CASE.

Captain Alexander Macdonald Somerville, master, mariner on the China Station, sought a divorce from his wife, Katie Lilian, on the ground of her misconduct with James C. Logan, a Chinese, in the employ of an insurance company at Hongkong. There was no defence.

Mr. Payden, on behalf of petitioner, stated that the marriage took place at the Cathedral at Shanghai in 1902. His client soon had occasion to complain of his wife's conduct with young men during his absence at sea, but when he remonstrated with her she would become very violent, and declare that there was "nothing in it." They subsequently went to live at Hongkong, petitioner having secured the command of a boat plying between that port and Manila. At Hongkong they became acquainted with Logan, Mrs. Somerville making out that she was related to him. Petitioner often complained to his wife of her behaviour with the co-respondent. Towards the latter part of 1904 Mrs. Somerville came to England, and the following year she wrote her husband from Leytonstone:—"I hope you have received the telegram giving you the delightful news of our having a son. He is a sweet little darling, and I am as happy as can be. God has given me the most lovely baby on earth, and you would love it if you could only see the sweet little." The nurse and doctor say he has got your eyes and mouth, and that his little fingers are like yours." Counsel added that when his client subsequently saw the child he was convinced that co-respondent was the father, and in consequence instituted proceedings. Several letters from Logan to his wife had come into his possession. One began "Dear Little Kitten," and concluded with kisses and "Always fondly yours, Jim." An affidavit by Mr. Harry Haynes, formerly manager of the Hongkong Hotel, was to the effect that Logan was frequently in Mrs. Somerville's room until 11 o'clock at night. He knew he was there because he used to send down "chits" for drinks. He had seen them in the corridor with their arms round each other kissing. A decree nisi, with costs against co-respondent, was granted.

—L. & C. Express.

## ADMIRAL SIR ARTHUR MOORE.

Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G., commanding the China Squadron and the Eastern Fleet, has just been promoted to the rank of admiral. Admiral Moore has had a distinguished career, since he joined the regular service as a cadet nearly 47 years ago, and his services in that period have been many and varied. He was commander of the battleship *Orion* during the Egyptian War, 1882, was at the occupation of Jerusalem, and subsequently commanded the fleet on the Sweet Water canal for the conveyance of the sick and wounded, participated in the battle of Tel-el-Kebir and other affairs (mentioned in despatches, medal, with clasp, Khedive's star, third class M. J. and promoted captain) was one of the British representatives at the Anti-Slavery Congress, Brussels, 1889; rendered very valuable service in the preparation of a scheme of defence for Australasia, 1892 (C.M.G.); was A.D.C. to the Queen 1895; given the C.B. at the Diamond Jubilee, and commanded the Cape Squadron during the latter phases of the Boer War, his services in that direction earning for him the best thanks of Lord Kitchener and the K.C.B. Sir Arthur will vacate the command of the China Squadron on promotion to full flag rank.

## FLOATING CRANE FOR JAPAN.

A contract for a large floating crane for the Kawasaki Dockyard, Japan, has been received by Messrs. Cowan, Sheldons and Co., Limited, of Carlisle. The crane is of the non-slewing type, and it will have a maximum outreach of 86 ft. for loads up to 150 tons, and a minimum of 26 ft. the motion being effected by a pair of heavy steel screws connected to the back of the crane-level and driven from the engines. The height from water-level to jib-head pulley at maximum radius is 92 ft. The machinery, consisting of a light and heavy lifting gear, will be driven by a pair of horizontal steam engines, the whole being situated in the hold of the barge. The framework of the crane will be of braced form, and of steelwork throughout. The barge, to be built by Messrs. Denny's Limited, of Dumbarton, will be 100 ft. long, 70 ft. wide, and 12 ft. deep, and of steel construction throughout. On the front of the barge there will be two traversing tables to assist in the disposition of loads on the deck. The boiler will be of the multitubular type, 7 ft. diameter and 14 ft. in length. The barge is to be equipped with all necessary auxiliary machinery, including winches and capstans.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 2.01

Do. demand ..... 2.01

Do. 4 months' sight ..... 2.01

France—Bank T.T. .... 2.55

America—Bank T.T. .... 49.1

Germany—Bank T.T. .... 2.71

India T.T. .... 15.11

Do. demand ..... 15.21

Shanghai—Bank T.T. .... 7.41

Singapore—Bank T.T. .... 14.1

Japan—Bank T.T. .... 99

Yokohama—Bank T.T. .... 12.1

Buying.

4 months' sight L/C. .... 3.1 1/16

6 months' sight L/C. .... 3.1 5/16

30 days' sight San Francisco & New York. .... 10

1 month's sight do. .... 11

30 days' sight Sydney and Melbourne. .... 11 5/16

4 months' sight France ..... 2.63

6 months' sight do. .... 2.65

4 months' sight Germany ..... 2.71

Bat Silver ..... 37 1/16

Bank of England rate ..... 7 1/2

Bank of France ..... 12 1/2

Foreign ..... 12 1/2

## Today's Advertisements.

CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD.

TELEPHONE DIRECTORY 1908.

In order that their names may be included in the TELEPHONE DIRECTORY 1908, intending Subscribers should make application before November 23th.

Hongkong, 14th November, 1907. [997]

## TABLEAUX VIVANTS.

A SERIES OF LIVING PICTURES will be given on MONDAY, the 18th November, in the Theatre Royal, City Hall, in which the following Ladies and Gentlemen have kindly consented to take part:—Mrs. Bellion, Mrs. Looker, Mrs. McKay, Mrs. Somerset Playne, Mrs. Marcus Slade, Mrs. Wait, the Misses Berkeley, Miss Layton, and Miss Master; Mr. Daniel, Mr. Lee, Hon. Mr. F. H. May, C.M.G., Mr. Reginald Master, Mr. Somerset Playne, Mr. Satterthwaite, R.E., Mr. Trevelyan and Mr. Worcester.

Proceeds if any, after expenses have been paid, will be devoted to the North-Eastern Hospital for Children in London, and to the Fund for the Restoration of Winchester Cathedral—both of which are in urgent need of help.

Tickets 2s and 5s. Booking at the Robinson Piano Company, Des Vaux Road, Hongkong, 14th November, 1907. [998]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Moldavia*.

From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 14th November, 1907. [2]

## THE "SILVERLIP" EXPLOSION.

The Board of Trade's report on the *Silverlip* explosion will be interesting in shipping circles. The inquiry was held before Captain J. H. Thomson, C.B., and Sir Boverton Redwood, the evidence being taken on June 25 and 26 last. After setting out the facts of the disaster, the cause is given as follows:—

We regret that we are forced to look for the cause of the ignition in some reckless and prohibited act committed by one or other of the firemen. This theory is very much strengthened by the evidence of R. G. Mackey, the ship's cook. This man states that two days before the accident he saw the fireman Abbas under the bridge deck smoking a cigarette, and that he reported this to the boatswain, who thereupon knocked the cigarette out of the man's mouth. The other fireman, Munro, appears to have been angry at this, and to have told Mackey to mind his own business. Mackey also states that Munro carried a short pipe in his pocket, and that Abbas always smoked cigarettes. In view of this evidence we cannot but consider that the most probable cause of the ignition was the lighting of a match by one or other of these firemen. It seems likely that they left their work and retired into the carpenter's shop to escape observation. By doing so they would have selected a place where there would have been more accumulation of vapour than at the spot where they were working, which was the open door. Several recommendations are given for the prevention of future accidents, and are summarised as follows:—(1) The articles and stored rules to be extended so as to prohibit the carrying and possession of matches, and to admit of any member of the crew being searched at any time by an officer. (2) Provision to be made for safe custody of matches required for the use of the ship. (3) Weather-proof ventilators to be provided for all tween decks. (4) Pipes leading up the main to be provided, as outlets for vapour from each tank. (5) If possible the cargo hatches to serve also as expansion tanks to be carried up to the open decks. (6) Failing the possibility of carrying out No. 5, improvements to be made in the method of sealing these hatches. The report concludes:—"It is only fair to the Shell Transport and Trading Company, Limited, to say that their record in conveying petroleum spirit is very satisfactory. Their books show that they have conveyed 218 cargoes, or 378,403 tons, of this spirit without any accident to their ocean-going steamers. The only mishap which they have to record has been the burning out of a small vessel, termed a hopper, containing 50 tons of petroleum spirit, which occurred off Soer in 1903. We take this opportunity of expressing the greatest admiration of the bravery and presence of mind of Captain Hocken, the master of the *Silverlip*, on the occurrence of the accident. As we have already said, it is probable that if he had not ventured to run through the flames to the poop the loss of life might have been much greater."

## Intimations

THE

ROBINSON PIANO

CO., LD.

OFFER THEIR ENTIRE

STOCK OF

High-Class

PIANOS

AT

25 % Discount

For CASH.

To make room for New

Season's Models.

Hongkong, 14th November, 1907. [3]

Hongkong, 14th November, 1907. [3]

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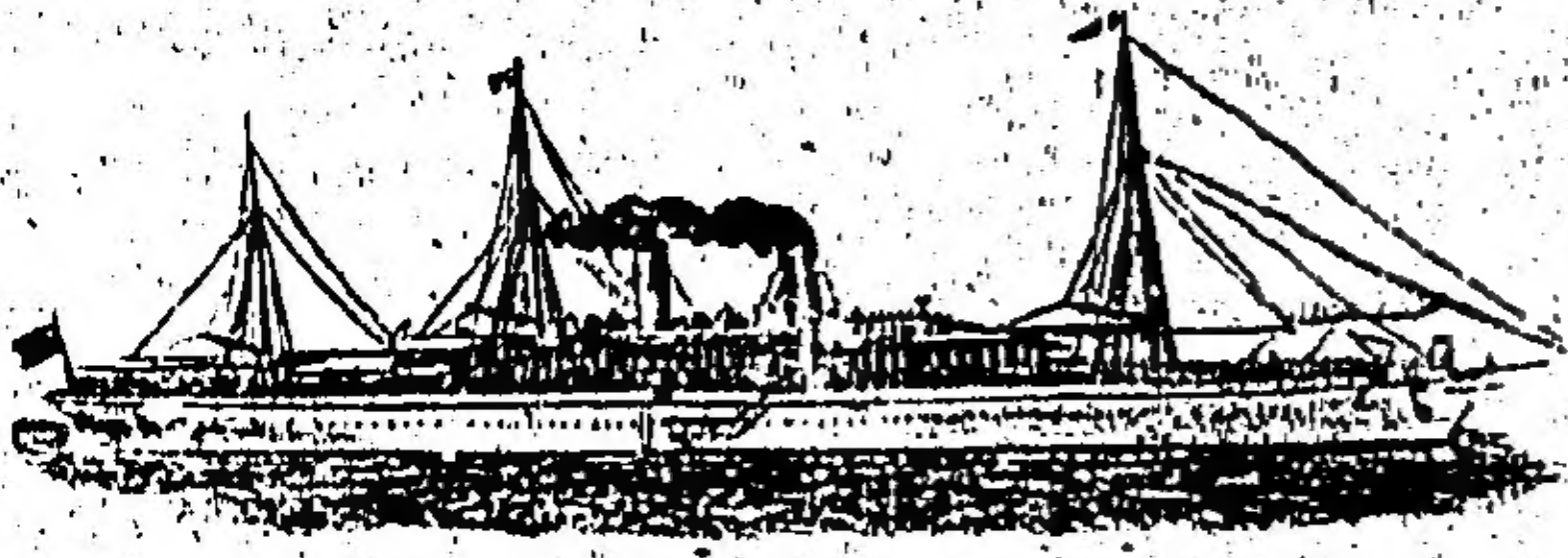
Hongkong, 14th November, 1907. [3]

Hongkong, 14th November, 1907. [3]

Hongkong, 14th November, 1907. [3]



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

**Luxury—Speed—Punctuality.**  
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

**PROPOSED SAILINGS.** (Subject to Alteration).  
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPRESS OF JAPAN" 6,000 THURSDAY, Nov. 21st Dec. 9th  
"EMPRESS OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th  
"EMPRESS OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd  
"EMPRESS" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patrial "EMPRESS" Steamships, 14,500 tons register. The through route to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Steamers, and 1st Class on Railways, via St. Lawrence 240. Via New York 142. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORABDOCK, General Traffic Agent for China and Japan, 24th October, 1907.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong—Subject to Alteration).

For Steamship On  
MANILA YUENSANG\* FRIDAY, 15th Nov., 4 P.M.  
TIENSIN CHONGSANG\* FRIDAY, 15th Nov., 4 P.M.  
SHANGHAI KONGSANG\* FRIDAY, 15th Nov., 4 P.M.  
SINGAPORE SUI SANG\* SATURDAY, 16th Nov., 3 P.M.  
S'GAPURE, PENANG & CALCUTTA LAISANG\* TUESDAY, 19th Nov., 3 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 55	\$100
" " " 2nd Class	25	50
Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Chong, Tientsin, Newchwang and Yangtze Port.  
For Freight or Passage, apply to

**JARDINE, MATHESON & CO., LD.,**  
General Managers.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI DIRECT	"SHAHSING"	16th Nov., 4 P.M.
HIOHWO & HAIPHONG	"SINGAN"	18th " daylight
CEBU and ILOILO	"SHANG"	19th " 4 P.M.
TIENSIN	"HUICHOW"	20th " "
CEBU & ILOILO	"HANYANG"	19th " "
MANILA	"SUNGKIANG"	19th " "
SWATOW & SHANGHAI	"YUENHONG"	20th " "
SWATOW & SHANGHAI	"YUENHONG"	23rd " "
KOBE	"YUENHONG"	25th " "
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	4th Dec.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
TAIPIRO	1540	Fraser	MANILA	SATURDAY, 16th Nov., 1907.
KUEN	1540	Almond	"	SATURDAY, 23rd Nov., 1907.

For Freight or Passage, apply to

**SHEWAN TOMES & CO.,**  
GENERAL MANAGERS.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship To sail  
"ATHOLL" On or about the 30th November  
to be followed by  
"INDRAPURA" On or about the 14th December.  
For Freight and further information, apply to

**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 14th November, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



159100-ton Steamers

with

**912,000**

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

**HIGHEST COMFORT, ONLY  
LOWER BERTHS.**

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

## Outward.

SCANDIA ..... 2nd Dec.

Hongkong, 2nd November, 1907.

## Homeward.

SILESIA ..... 11th Dec.

SCANDIA ..... 9th Jan., 1908.

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## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
YOKO, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,605	E. V. Roberts	15th Nov.
Tremont	9,605	T. W. Garlick	10th Dec.
Savert	6,332	Shotton	4th Jan.
Kumerick	6,332	Cowley	28th Jan.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Parcel Express to the UNITED STATES AND CANADA.

For further information, apply to  
**DODWELL & CO., LIMITED,**  
General Agents.

Queen's Buildings,  
Hongkong, 1st November, 1907. 12

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
The Steamship

"EASTERN"  
Captain McArthur, will be despatched above, on SATURDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 4th November, 1907. 168

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to  
**DODWELL & CO., LIMITED,**  
Agents.

Hongkong, 5th October, 1907. 164

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.  
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).  
Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.  
Meals.....\$1.25 each  
The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West,  
Hongkong, 3rd July, 1907. 161

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

## IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail  
KATHERINE PARK 6,000 About Middle of Dec.  
KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other eastern and western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

**K. MATSUDA,**  
Manager,  
Yok Building,  
Hongkong, 13th November, 1907. 115

JAPANESE  
CURIOS.

SELLING OFF AT COST PRICE.  
To 24th December.

A LARGE STOCK  
OF  
CHRISTMAS CARDS,  
CALENDERS, TOYS,  
JAPANESE DOLLS,  
LANTERNS  
AND  
CURIO BOXES

(ALL OF LATEST DESIGN AND PATTERN).

TEA SETS,  
SALBUM,  
SATSUMA &  
CLOISONNE WARE,  
BRASS &  
BRONZE WARE,  
LACQUER WARE,  
PICTURES & FRAMES,  
SCREENS, &c., &c.

We take this opportunity of tendering our thanks to all our customers for their valued support, and for the many expressions of approval received from patrons in every part of the world during the past year.

## NIKKO CO.,

No. 5, ARSENAL STREET,  
HONGKONG.

Hongkong, 30th October, 1907. 166

## HONGKONG AVERAGE MARKET PRICES.

Corrected 14th November, 1907. 1st. per 3 Mes.

## BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa b 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chuan 26

Bollock's Brains—Know... per set 20

" Tongue fresh—Ngau Li... each 50

" Corned—Ham Ngau Li... 55

" Head—Ngau Tau 80

" Heart—Ngau Sum... per lb 12

" Hump, Salt—Ngau Kiu... 20

" Feet—Ngau Keok... each 7

" Kidneys—Ngau Yiu... 10

" Tail—Ngau Mei... 17

" Liver—Ngau Con... 12

" Tripe (undressed)—Ngau To... 7

Calves' Head and Feet—Ngau-chai-tai-keok... 1.00

Mutton Chop—Yeung Pui Kwai... 24

" Leg—Yeung Pui... 24

" Shoulder—Yeung Shau... 20

Pigs' Chilliings—Chi cheong... 12

" Brains—Chi Kwau... per set 12

" Feet—Chi Keok... 12

" Fry—Chi Chak... 12

" Head—Chi Tau... 12

" Heart—Chi Sum... each 19

" Kidneys—Chi Yiu... pair 13

" Liver—Chi Kon... lb 30

Pork, Chop—Chi Pui Kwai... 24

" Corned—Ham Chu Yuk... 24

" Leg—Chu Pui... 24

" Fat or Lard—Chu Yau... 20

Sheep's Head and Feet—Yeung Tau... 60

" Heart—Yeung Sum... each 6

" Kidneys—Yeung Yiu... 10

" Liver—Yeung Con... 24

Sucking Pigs, To Order—Chu Chai... 24

Suet, Beef—Sang Ngau Yau... 16

" Mutton—Sang Yeung Yau... 24

" Veal—Ngau Chai Yuk... 20

" Sausages—Ngau Chai Yuk Tong... 20

## POULTRY.

Chicken—Kai Chai... 30

Capons, Large, Small—Sin Kai... 30

Ducks—Ap... 22

Doves—Pan Kau... each 15

Eggs, Hen—Kai Tau... per doz 24

Fowls, Canton—Kai Lan Tau... each 32

" Hainan—Hoi Nam Kai... 30

Geese—Ngo... pair 24

Goose, Wild Shanghai—Sheung Hoi Ye... pair 5

" Ngo... pair 5

Musik Deer—Wong Kei... each 20

Hare—Ti Chai... 20

Partridge—Che Khoo... 68

Pheasant—Shan Kai... pair 24

Pigeons, Canton—Pak Kip... each 25

" Hoihow—Hoihow Pak Kip... 20

Quail—Um Chui... 22

Rice Birds—Wo Fa Cheuk... dozen 60

Snipe—Si Chui... each 23

Turkey, Cock—Fo Kai Kung... each 64

" Hen—Ma... 48

Wild Ducks, Shanghai, Si-ap... pair 80

Teal, Shanghai, Si Ap Chai... 80

Wild Ducks, Canton—Sung Shing Si... pair 80

## FISH.

Barbel—Ka Yu... 11

Bream—Ka Yu... 14

Canton Fresh Water Fish—Hoi Sin Yu... 15

Carp—Li Yu... 18

Catfish—Chik Yu... 12

Codfish—Mun Yu... 24

Crabs—Hoi... 16

Cuttle Fish—Muk Yu... 13

Dab—Sa Mang Yu... 14

Dace—Wong Mei Lun... 11

Dog Fish—Til To Sa... 9

Eels, Conger—Hoi Man Yu... 14

" Fresh water—Tam Sui Yu... 14

" Yellow—Wong Shing... 24

Frogs—Tia Kai... 28

Groupers—Sak Pan... 48

Gudgeon—Pak Kip Yu... 12

Herring—Tao Pak... 20

Halibut—Cheung Kwan Yu... 20

Labrus—Wong Fa Yu... 20

Loach—Wu Yu... 28

Lobsters—Lung Ha... 32

Mackerel—Chi Yu... 14

Monk Fish—Mon Yu... 24

Mullet—Chi Yu... 22

Oysters—Sang Hoo... 10

Parrotfish—Kai Kung Yu... 14

Perch—Tay Loo... 15

Pike—Fa Yu Poong... 9

Plaice—Pan Yu... 18

Pomfret, Black—Hak Cheung... 24

Pomfret, White—Pak Cheung... 28



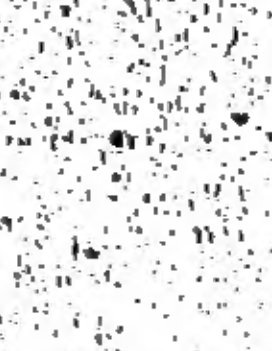
	Gunboats.				Reserve.	Saigon
Viper.....	475	—	—	—	—	—
Lion .....	500	—	—	—	—	—
Comète .....	473	—	—	—	—	—
Balouette.....	179	—	—	—	—	—
Bouchier.....	140	—	—	—	—	—
Cotonado.....	184	—	—	—	—	—
Cigalerie.....	140	—	—	—	—	—
Eclair.....	141	—	—	—	—	Haiphong
Jacquin.....	200	—	—	—	—	—

(\*) Flagship of Rear Admiral de Marolles.  
Commanding the naval defence of Indo-China.



# Mails

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.



# THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

### THE Steamship "ARCADIA."

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th November, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *China*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.


Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora*, due in London on 25th December, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 2nd November, 1907. [1]

# MESSAGGERIES MARITIMES

## FRENCH MAIL STEAMERS.



### STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

### The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 16th November, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—  
 S.S. *POLYNESIAN* ..... 10th Dec.  
 S.S. *TOURANE* ..... 24th Dec.  
 G. DE CHAMPELLE, Agent.  
 Hongkong, 11th November, 1907. [10]

### FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

### THE Steamship "GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports, on TUESDAY, the 19th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
**DAVID SASSOON & CO., LIMITED,**  
 Agents.  
 Hongkong, 12th November, 1907. [9]

## Intimations.

# ACHEE & CO.

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Hongkong, 16th May, 1901

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an  
equal

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15, 16 & 17, Connought Road Central.

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